President's proposal asks for $1.6 trillion in tax cuts. Let us make sure it is something the American people get and we do not pull the rug out from underneath them in 3 years.

Secondly, it should be fair, targeted at people making $80,000 and $70,000 a year, not $800,000 and $900,000 a year. I hope the President, as he has said to Democrats throughout the last 2 months about the spirit of bipartisanship and asking us to come down and meet with him at the White House, that he would now practice bipartisanship and, beyond the spirit of bipartisanship, work with us for a fair tax cut and one that is based on real surpluses.

□ 1415

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mrs. EMERSON). Pursuant to clause 8 of rule XX, the Chair announces that she will postpone further proceedings today on each motion to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Any record votes on postponed questions will be taken after debate has concluded on all motions to suspend the rules but not before 6 p.m. today.

AUTHORIZING APPROPRIATIONS TO CARRY OUT PART B OF TITLE I OF ENERGY POLICY AND CONSERVATION ACT RELATING TO STRATEGIC PETROLEUM RESERVE

Mr. BASS. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 724) to authorize appropriations to carry out part B of title I of the Energy Policy and Conservation Act, relating to the Strategic Petroleum Reserve.

The Clerk read as follows:

H.R. 724

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. STRATEGIC PETROLEUM RESERVE.

Section 166 of the Energy Policy and Conservation Act (42 U.S.C. 6246) is amended—

(1) by striking ''for fiscal year 2000''; and

(2) by striking '', to remain available only through March 31, 2000''.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Hampshire (Mr. BASS) and the gentleman from Virginia (Mr. BOUCHER) each will control 20 minutes.

The Chair recognizes the gentleman from New Hampshire (Mr. BASS).

GENERAL LEAVE

Mr. BASS. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include therein extraneous material on H.R. 724.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New Hampshire?

There was no objection.

Mr. BASS. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, H.R. 724 makes a technical correction to the Energy Policy and Conservation Act that is necessary for Congress to authorize future appropriations for the Strategic Petroleum Reserve. It contains a date correction that was incorrectly referenced when EPCA was reauthorized during the 106th Congress. In the last EPCA reauthorization, Congress instructed the Department of Energy to continue operating the Strategic Petroleum Reserve through September 30, 2003. However, we failed to make a conforming date change to a related section of the act. This was a technical error and H.R. 724 corrects this situation.

EPCA authorizes the Department of Energy to operate the Strategic Petroleum Reserve. The SPR contains approximately 541 million barrels of oil stored along the Gulf Coast. It costs about $165 million a year to operate the Reserve. As a practical matter, last year's Interior appropriations bill appropriated funds to operate the SPR through fiscal year 2001. Given that more than half of our demand for oil is met through imports, the importance of a Strategic Petroleum Reserve to protect against supply disruptions is now greater than ever. The majority of the Strategic Petroleum Reserve was reauthorized through fiscal year 2003 during the 106th Congress.

Section 166 of EPCA provides authorization for, quote, such sums as may be necessary, end of quote, to be appropriated for operation of the Strategic Petroleum Reserve. Due to a technical error in the most recent EPCA reauthorization, section 166 provides authorization for appropriations only through March 31, 2000, the end of last year. In contrast, section 191 of EPCA provides the authority for the Department of Energy to operate the Strategic Petroleum Reserve through September 30, 2003.

H.R. 724 will eliminate the March 31, 2000 limitation on appropriations for the Strategic Petroleum Reserve, allowing future appropriations for the reserve. With this change and pursuant to section 191 of EPCA, the Reserve would not have to be reauthorized again until September 30, 2003.

The correction in H.R. 724 also simplifies future reauthorizations of EPCA by placing the effective date in one section, that is section 191, as opposed to two sections. Maintaining a strong Strategic Petroleum Reserve is an important part of our Nation's energy security. I urge my colleagues to support H.R. 724 since it is a necessary technical correction to ensure the continued authorization of the Strategic Petroleum Reserve.

Madam Speaker, I reserve the balance of my time.

Mr. BOUCHER. Madam Speaker, I yield myself such time as I may consume.

(Mr. BOUCHER asked and was given permission to revise and extend his remarks.)

Mr. BOUCHER. Madam Speaker, I am pleased to rise today in support of H.R. 724, a bill that makes a needed technical correction to H.R. 2884, legislation which Congress enacted last year to reauthorize the Energy Policy and Conservation Act. It is particularly important that EPCA be extended at this point because it provides for the operation of the Strategic Petroleum Reserve, a frontline protection against an interruption in our Nation's energy supplies.

H.R. 724 ensures that the authorization for appropriations for the SPR is extended through September 2003. This measure conforms with the extension of the Department of Energy's authority to operate the SPR made by last year's legislation, and in so doing corrects a drafting oversight.

I am pleased to support the passage of H.R. 724 and urge its approval by the House.

Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. BASS. Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Hampshire (Mr. BASS) that the House suspend the rules and pass the bill, H.R. 724.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. BASS. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

AMENDING CONSUMER PRODUCT SAFETY ACT TO PROVIDE THAT LOW-SPEED ELECTRIC BICYCLES ARE CONSUMER PRODUCTS SUBJECT TO SUCH ACT

Mr. STEARNS. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 727) to amend the Consumer Product Safety Act to provide that low-speed electric bicycles are consumer products subject to such Act.

The Clerk read as follows:

H.R. 727

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. CONSUMER PRODUCT SAFETY ACT.

The Consumer Product Safety Act (15 U.S.C. 2051 et seq.) is amended by adding at the end the following:

''LOW-SPEED ELECTRIC BICYCLES

''SEC. 38. (a) Notwithstanding any other provision of law, low-speed electric bicycles are consumer products within the meaning of section 3(a)(1) and shall be subject to the

Commission regulations published at section 1500.18(a)(12) and part 1512 of title 16, Code of Federal Regulations.

''(b) For the purpose of this section, the term 'low-speed electric bicycle' means a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.

''(c) To further protect the safety of consumers who ride low-speed electric bicycles, the Commission may promulgate new or amended requirements applicable to such vehicles as necessary and appropriate.

''(d) This section shall supersede any State law or requirement with respect to low-speed electric bicycles to the extent that such State law or requirement is more stringent than the Federal law or requirements referred to in subsection (a).''.

SEC. 2. MOTOR VEHICLE SAFETY STANDARDS.

For purposes of motor vehicle safety standards issued and enforced pursuant to chapter 301 of title 49, United States Code, a low-speed electric bicycle (as defined in section 38(b) of the Consumer Product Safety Act) shall not be considered a motor vehicle as defined by section 30102(6) of title 49, United States Code.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. STEARNS) and the gentlewoman from California (Mrs. CAPPS) each will control 20 minutes.

The Chair recognizes the gentleman from Florida (Mr. STEARNS).

GENERAL LEAVE

Mr. STEARNS. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 727.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. STEARNS. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in support of H.R. 727, a bill that transfers jurisdiction over low-speed electric bikes from the National Highway Traffic Safety Administration, or NHTSA, to the Consumer Product Safety Commission. This is a bipartisan bill, and I am pleased to support its passage.

Low-speed electric bicycles offer consumers the enjoyment of biking with the convenience of assisted power so they can use the power or not use the power, use the bike as a normal bike. They give their riders, most of the time seniors, the disabled, and law enforcement, some extra help in peddling long distance and climbing hills.

Currently, low-speed electric bikes are regulated by NHTSA, which subjects these bicycles to the same standards as motor vehicles. For instance, under NHTSA regulation, low-speed electric bikes would be forced to have items found on trucks and automobiles. Such requirements would upset the weight and balance, as well as increase the price, of these bicycles. In turn, this would have a detrimental effect on many of my constituents, and I believe others in this House.

A vast majority of the people who use these bicycles are seniors. They are designed to make it easier for the elderly to get to the grocery store, ride through the park and perhaps get some fresh air.

Let me give an example. For instance, today's Congressional Monitor reported that a 66-year-old retired engineer from California, who uses his electric bike to commute to and from his home in Santa Cruz, he states that before he bought the electric bike, ''There was some terrain I just could not ride because of my wind and lack of conditioning,'' end quote.

H.R. 727 transfers regulatory jurisdiction over low-speed electric bikes, those bikes now with less than a one-horsepower engine and a maximum speed of 20 miles per hour, to the CPSC. This, I believe, is a common sense approach of treating bicycles like bicycles, treating these types of bicycles like the normal bicycles and ensuring that they are safe for all drivers.

Language identical to H.R. 727 passed the House last session. Unfortunately, there was not enough time to enact this bill.

I would like to thank the gentleman from Louisiana (Mr. TAUZIN) for expediting this bill through the Subcommittee on Energy and Power of the Committee on Commerce, and my friends on the other side of the aisle, for their support. H.R. 727 is a good bill. I urge all of my colleagues to support it.

Madam Speaker, I reserve the balance of my time.

Mrs. CAPPS. Madam Speaker, I yield myself such time as I may consume.

(Mrs. CAPPS asked and was given permission to revise and extend her remarks.)

Mrs. CAPPS. Madam Speaker, I rise also in support of H.R. 727, a bill to provide that low-speed bicycles are appropriately regulated as consumer products under the Consumer Product Safety Act.

I am an original cosponsor of this legislation, initially introduced by my good friend the gentleman from Florida (Mr. STEARNS), chairman of the Subcommittee on Commerce, Trade, and Consumer Protection.

This bill has five other cosponsors, including three other Democratic Members, the gentleman from California (Mr. BERMAN), the gentleman from Oregon (Mr. BLUMENAUER), and the gentleman from Minnesota (Mr. OBERSTAR). I want to thank them for their support of this important legislation.

Identical legislation passed the House floor by voice vote under suspension of the rules. However, the Senate took no action on the bill at that time.

Electric bicycles generate no pollution, are virtually silent, and can increase transportation and recreation options for millions of citizens.

These relatively new products are a welcome transportation alternative especially, as my colleague mentioned, for older or disabled riders and many commuters. Right now, electric bikes are caught in a regulatory trap between the National Highway Traffic Safety Administration and the Consumer Product Safety Commission. The CPSC has responsibility for human-powered bicycles, including pedal-assisted electric bicycles. However, power on demand, low-speed electric bicycles are currently defined as motor vehicles and come under the jurisdiction of the National Highway Traffic Safety Administration, or NHTSA.

The bill establishes a definition of electric bikes, a vehicle with two or three wheels, operable pedals and electric motor of about one horsepower.

With the motor alone, the bike's top speed is less than 20 miles per hour.

The bill also provides CPSC with authority to issue new requirements necessary to protect consumer safety. Both NHTSA and CPSC agree that all low-speed electric bicycles are more appropriately regulated as consumer products by the CPSC. If NHTSA were to establish a standard for electric bikes, the rules could force manufacturers to meet safety regulations intended for motorcycles and similar kinds of vehicles such as requiring brake lights, automotive-grade headlights or turn signals.

Requiring these unnecessary features on an electric bike would add hundreds of dollars to the retail price of an electric bike, and this would certainly discourage their use.

This bill fixes that problem by giving jurisdiction over electric bikes to the Consumer Product Safety Commission, where it belongs. Here they can be regulated like the consumer products that they are.

Madam Speaker, I know about electric bikes. Some are manufactured in my district, and bike-friendly Santa Barbara and San Luis Obispo Counties have many electric-bike users already.

I hope this bill will encourage most of our citizens to use these innovative and environmentally friendly vehicles. This is certainly common sense legislation and I urge my colleagues to support it.

Mr. BLUMENAUER. Madam Speaker, I rise today in support of H.R. 727, a bill that provides for Consumer Product Safety Commission regulation of electric bikes.

I have dedicated my service in Congress to the promotion of livable communities, communities that are safe, healthy, and economically secure.

Transportation choices are a critical part of a livable community.

As a chair of the Bi-Partisan Bicycle Caucus, we recognize that electric bikes are important to that goal in that they provide an energy efficient transportation alternative.

Any bicycle can be easily converted to an electric bike.

They can be an effective tool in the fight against traffic congestion, parking shortages, noise and air pollution, problems we see increasing in urban areas across the country.

At a time when our country is struggling with energy shortages, electric bikes are not only energy-efficient, they reduce the consumption of gasoline.

Currently, electric bikes are subjected to the same standards as motor vehicles and must comply with all of the same safety standards as motor vehicles.

This level of regulatory burden is unnecessary and has a dampening effect on the availability of these bicycles.

Regulation under the Consumer Products Safety Commission ensures that bicycles continue to meet rigorous safety standards while increasing their availability to consumers.

I am proud to be a co-sponsor of this bill and encourage my colleagues to vote in favor of this legislation.

Mr. MOORE. Madam Speaker, I rise today in support of H.R. 727. This legislation, which the House unanimously passed last October (H.R. 2592) but which the Senate neglected to consider, will transfer regulatory responsibility for low-speed electric bicycles from the National Highway Traffic Safety Administration (NHTSA) to the Consumer Product Safety Commission (CPSC), where they would be treated as consumer products. During the 106th Congress, a representative from the NHTSA testified to Congress that if the agency strictly applied its motor vehicle safety regulations to electric bicycles, such bikes would have to include a number of costly safety features—including headlights, brake lights, turn signals, rearview mirrors and license plates—even if the bikes are used in the same manner as human-powered bicycles.

Madam Speaker, I urge my colleagues to support this common-sense measure that will enhance the role of the CPSC. The Commission needs to be granted the authority, when appropriate, to protect consumers and ensure public safety. Along these lines, I have introduced the Children's Gasoline Burn Prevention Act (H.R. 688), which will enable the CPSC to require child-proof caps for gasoline containers.

Under current law, the CPSC lacks the authority to promulgate such regulations, due to the definition of ''package'' in the Poison Prevention Packaging Act. Under that statute, in order for the CPSC to require a child-proof cap, the package must contain a hazardous substance at the time of initial sale; therefore, the CPSC does not have authority to require safety caps for new, empty gas containers. This problem came to my attention due to an incident in Leavenworth, Kansas, in which a four year old boy lost his life and his three year old brother was permanently scarred after they opened and spilled a gas can and the gasoline vapors ignited a nearby hot water heater.

This legislation has been endorsed by the American Society of Testing and Materials' Task Group of Standards for Flammable Liquid Containers, which has been considering establishment of a voluntary standard in this area, working in concert with the CPSC.

Enactment of this simple, common-sense measure will save the lives of countless young children, and help to put their parents' minds at ease with regard to gasoline cans stored in garages, basements and back porches.

Madam Speaker, I urge my colleagues to support H.R. 727 and the Children's Gasoline Burn Prevention Act. The Consumer Product Safety Commission must be allowed to adequately protect consumers and ensure public safety.

Mr. BERMAN. Madam Speaker, I rise in strong support of H.R. 727, legislation that gives the Consumer Product Safety Commission authority to regulate low-speed electric bicycles. This common-sense bill had its genesis in a meeting I had several years ago with Dr. Malcolm Currie, president of a company in my district called Currie Technologies. Dr. Currie made a convincing case that National Highway Traffic Safety Administration regulations—which place electric bikes in the same category as mopeds—were restraining the growth of the electric bike industry. He argued that NHTSA should apply a unique set of safety requirements to electric bikes, given the modest speed at which they operate. NHTSA agreed in principle, but had little flexibility to make such a distinction in the context of their regulations. After a number of discussions with NHTSA, the Consumer Product Safety Commission, Representative LOIS CAPPS, Dr. Currie and other representatives of the electric bicycle industry, it became apparent that the best way to deal with this problem was to transfer regulatory jurisdiction from NHTSA to the CPSC, which already regulates regular human-powered bicycles. H.R. 727 would provide for that transfer of regulatory authority. I commend Mr. STEARNS for introducing this bill and I urge my colleagues to support it.

Mrs. CAPPS. Madam Speaker, I yield back the balance of my time.

Mr. STEARNS. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. STEARNS) that the House suspend the rules and pass the bill, H.R. 727.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. STEARNS. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

□ 1430

2001 TRADE POLICY AGENDA AND 2000 ANNUAL REPORT ON TRADE AGREEMENTS PROGRAM—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 107–48)

The SPEAKER pro tempore (Mrs. EMERSON) laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, without objection, referred to the Committee on Ways and Means and ordered to be printed:

To the Congress of the United States:

As required by section 163 of the Trade Act of 1974, as amended (19 U.S.C. 2213), I transmit herewith the 2001 Trade Policy Agenda and 2000 Annual Report on the Trade Agreements Program.

GEORGE W. BUSH.

THE WHITE HOUSE, *March 6, 2001.*

PERIODIC REPORT ON TELECOMMUNICATIONS PAYMENTS MADE TO CUBA—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, without objection, referred to the Committee on International Relations:

To the Congress of the United States:

As required by section 1705(e)(6) of the Cuban Democracy Act of 1992, as amended by section 102(g) of the Cuban Liberty and Democratic Solidarity (LIBERTAD) Act of 1996, Public Law 104–114, 110 Stat. 785, 22 U.S.C. 6004(e)(6), I transmit herewith a semiannual report detailing payments made to Cuba by United States persons as a result of the provision of telecommunications services pursuant to Department of the Treasury specific licenses.

GEORGE W. BUSH.

THE WHITE HOUSE, *March 6, 2001.*

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess until approximately 6 p.m.

Accordingly (at 2 o'clock and 31 minutes p.m.), the House stood in recess until approximately 6 p.m.

□ 1800

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. SHIMKUS) at 6 p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will now put the question on motions to suspend the rules on which further proceedings were postponed earlier today.

Votes will be taken in the following order:

H.R. 724, by the yeas and nays;

H.R. 727, by the yeas and nays.

The Chair will reduce to 5 minutes the time for any electronic vote after the first such vote in this series.

AUTHORIZING APPROPRIATIONS TO CARRY OUT PART B OF TITLE I OF ENERGY POLICY AND CONSERVATION ACT RELATING TO STRATEGIC PETROLEUM RESERVE

The SPEAKER pro tempore. The pending business is the question of suspending the rules and passing the bill, H.R. 724.